

**Twenty-First Meeting of the Cross Polar Trans East Air Traffic Management Providers' Work Group  
(CPWG/21)**

(Montreal, Canada 17-20 May 2016)

**Agenda Item 4: Pacific Project Report**

**PROPOSAL TO INCORPORATE THE PACIFIC PROJECT INTO THE CPWG MEETINGS**

(Presented by IATA and the United States)

**SUMMARY**

This working paper presents information for the Group's consideration to incorporate the work and action items of the Pacific Project into the Cross Polar Trans-East Air Traffic Management Providers' meeting.

**1. Introduction**

1.1 During the Third Meeting of the Trans-Regional Airspace and Supporting ATM Systems Steering (TRASAS/3) in 2010, the International Air Transport Association (IATA) presented a working paper regarding the establishment of the Pacific Project. TRASAS/3 assessed the concept of the IATA Pacific Project and collectively endorsed its objectives. The following Conclusion 03/03 was set forth by TRASAS/3.

***TRASAS Conclusion 03/03 – Proposal to include “Pacific Project” to the CPWG work programme***

*That, the Cross Polar Trans-East Air Traffic Management Providers' Working Group (CPWG) be invited to include the “Pacific Project” into its work programme*

1.2 During the discussion regarding the Conclusion, the CPWG was invited to discuss the inclusion of this project with all participants (including the representative from Japan, who was not present at TRASAS/3) and to ensure coordination with the Informal Pacific Air Traffic Control Coordinating Group (IPACG) and the appropriate North Atlantic (NAT) and European (EUR) working groups. The CPWG was also invited to report on the progress of the project at the upcoming TRASAS meetings. The United States, Russia and Canada agreed to consider the conclusion during the CPWG Air Navigation Service Providers (ANSPs) Meeting and Plenary Meeting.

1.3 CPWG/10 meeting took place in November, 2010, following the TRASAS/3 meeting and discussed Conclusion 03/03 which resulted with the ANSPs agreeing to add the Pacific Project to its work program.

1.4 Since CPWG/10, the Pacific Project Team (PPT) has met as a stand-alone meeting in conjunction with CPWG. The PPT has held ten meetings in total, with the most recent (PPT/10) occurring during CPWG/20 26-29 October 2015 in Anchorage, Alaska.

1.5 Following the PPT/7 meeting 3-6 June 2014 in Samara, Russia the PPT/co-chairs, IATA and the FAA, met to discuss the future work and role of the FAA as PPT co-chair during the Fourth Meeting of

the Trans-Regional Airspace and Supporting ATM Systems (TRASAS/4) 29-31 October 2014 in Bangkok, Thailand. It was agreed that the FAA would continue in its role as co-chair and that IATA and the FAA would review progress of the PPT after PPT/10 to evaluate continuation of the PPT as a stand-alone meeting.

1.6 This paper proposes inclusion of the PPT Terms of Reference (ToRs), action items, and work program into the CPWG work program and cessation of the PPT as a stand-alone meeting.

## **2. Discussion**

2.1 The goal of the Pacific Project is to improve operational efficiency utilizing existing on-board technology with navigation on user preferred routes (UPR) for flights between North America and Asia. Through development of air traffic procedures and technologies to support homogenous, seamless airspace it is envisaged that UPRs and use of Dynamic Airborne Reroute Procedures (DARPs) for all flights between North America and Asia.

2.2 Members recognized that although the eventual goal of the PPT is to make use of UPRs throughout the region, there are constraints with different ANSPs requirements and capabilities. For this reason, it was acknowledged that the project needed to move forward in phases.

2.3 During PPT/9 in Tokyo Japan 11-15 May 2015, the FAA presented information that identified current and future capabilities to create seamless airspace and support increased use of UPRs throughout the region. The presentation provided an opportunity to assess current gaps and help airlines and ANSPs identify opportunities for further UPR expansion.

2.4 Following further discussion and evaluation of information noted in 2.3 of this paper, it was determined that many ANSPs have implemented UPRs or plan to do so within the next three to five years. As a number of the efficiency gains sought within the CPWG meeting are also linked to expansion of UPRs, there have been a number of topics that were similar in nature. Given the ongoing efforts of ANSPs to adopt technologies to support UPRs and expand or develop new UPR opportunities, both IATA and the FAA agreed to consult with their respective PPT peers to determine if there was still value to having a stand-alone PPT meeting or whether the PPT work program/actions could be incorporated into the CPWG. Following these discussions, it is felt the most effective way to progress the goals and action items of the PPT is to incorporate them into the CPWG program.

2.5 Both IATA and the FAA want to ensure the effectiveness and progression of the PPT and of the CPWG work programs and propose that the PPT be included on the CPWG agenda and that actions resulting from the PPT (Attachment C) be incorporated into the CPWG Action Item List.

## **3. Action by the Meeting**

3.1 The meeting is invited to:

- a. Review the information contained in this Working Paper;
- b. Endorse the proposal to incorporate the PPT into the CPWG agenda and the PPT action items into the CPWG Action Item list;
- c. Review and revise the Pacific Project Terms of Reference (Attachment A), as appropriate; and
- d. Review the proposed CPWG Action Item List that incorporates the PPT Action Items (Attachment B).

**Pacific Project Team  
Proposed Terms of Reference**

1. Objectives:
  - a. The aim of this project is to improve operational efficiency by enabling aircraft to utilize current on board technology efficiently with User Preferred Routes (UPRs) the primary navigation means.
  - b. In order to accomplish this goal, the Pacific Project Team will work toward the creation of a seamless and homogeneous airspace for air traffic between North America and Asia with the expansion of UPR and Dynamic Airborne Reroute Procedures (DARPs) as a possible means of navigation for all flights.
2. Method of Work: The work of the Pacific Project Team will be progressed under the Cross Polar Trans-East Air Traffic Management (ATM) Providers' Working Group (CPWG) and reported through the CPWG to the International Civil Aviation Organization (ICAO) Trans-Regional Airspace and Supporting ATM Systems Steering Group (TRASAS). Work will be accomplished by Team meetings conducted during the CPWG, as well as by electronic exchanges, and telephone conference calls as required.
3. Pacific Project Team Members: The Team will be comprised of representatives of the Air Navigation Service Providers (ANSPs) from Canada, Japan, the Russian Federation and the United States; the International Air Transport Association (IATA); and the international airlines that fly in the region. Other ANSPs, to include China, Democratic Peoples' Republic of Korea, Philippines and the Republic of Korea, will be invited to participate as required to facilitate connector routes. IATA and the United States will lead the initial effort of the project.
4. Scope of Work: The airspace to be considered in the initial work of the Team will include the traffic flows between:
  - Asia and North America via the Russian Far East and the polar tracks via the Arctic Ocean and Siberia; and
  - Asia and North America via the Central and North Pacific.
5. Work Program. The work program will evolve as the project matures. The following initial tasks have been identified:
  - a. Analysis of current flows and capabilities;
  - b. Modelling of preferred flows and separations standards;
  - c. Review of existing CNS/ATM plans and capabilities;
  - d. Gap analysis of capabilities and objectives;
  - e. Coordination with military authorities; and
  - f. Consideration of flow management.

## CPWG/20 Action List and PPT Actions

Action Number	Capacity Enhancement Goal	Supporting Goal Initiatives	Information/Status	Responsible Organization	Action Pending	Action Due	Status
CP01-08C	Administration	ATFM collaboration between FAA/ATO and State ATM	State ATM and FAA reported on the status of the ATFM Annex and LOA. Will be discussed bilaterally.	FAA/State ATM	Work is in progress to update the agreement and coordinate with FAA AGC for signing in Spring 2015. An update at CPWG/20.	May 2016	Open
CP04-31	Improve Efficiencies	Implement use of radar procedures between Magadan ACC and Anchorage ARTCC	State ATM reported that the target date for implementation of radar procedures is 2018.  Power supply issues addressed and work ongoing. Dependent on weather but estimated implementation is on target for 2018	State ATM	Update to be provided to CPWG/21	May 2016	Open
CP06-02	Improve Efficiencies	Implement Ocean 21 in the Arctic FIR	Anchorage ATOP "Sector 64" planned for implementation 2 <sup>nd</sup> quarter of 2015 with additional testing.	FAA	Implementation now planned for Spring 2016. The FAA will provide an update to CPWG/21	May 2016	Open
CP07-02	Improve Efficiencies	Add additional entry/exit fixes on the FIR boundaries	State ATM opened two additional entry/exit points on LETUN and BEKAR. Additional entry exit LISKI and FRENK.	State ATM/FAA	Update to be provided to CPWG/21	May 2016	Open
CP10-08	Contingency Response	Improved contingency collaboration between State ATM and JCAB	JCAB and State ATM agreed on LOA for ATFM. Will continue to work on a bilateral basis. Proposed LOA sent to FATA. Currently under review.	JCAB /State ATM/FATA	Update to be provided to CPWG/21  Proposed LOA under review by FATA and will update at the next meeting.	May 2016	Open.

Action Number	Capacity Enhancement Goal	Supporting Goal Initiatives	Information/Status	Responsible Organization	Action Pending	Action Due	Status
CP10-13	Improve Communications	Expand CPDLC/ADS-C capability for Magadan FIR and install CPDLC/ADS-C at Murmansk.	<p>ADS-C/CPDLC services were expanded for all Magadan sectors in 2014</p> <p>A CPDLC/ADS-C Workstation will also be added at Murmansk ACC in 2018.</p>	State ATM	<p>Magadan has ADS-C/CPDLC in all sectors. AIP amendment in process but is operational. Currently used as backup comm/surveillance method.</p> <p>Murmansk in scheduled for 2018.</p> <p>State ATM to provide an update on Murmansk work station at CPWG/21</p>	May 2016	Open
CP12-04	Improve Efficiencies	Monitor changes to Track Advisory Users Guide	ZAN reported that there had been no changes to the TAUG since the last meeting. Once State ATM provides the 2 new fixes, changes will be made to the TAUG.	FAA	FAA noted publication of 2 new fixes are pending and TAUG will be updated accordingly. FAA will provide updates on the TAUG at CPWG/21.	May 2016	Open
CP12-06	Improve Efficiencies	Coordination between State ATM and ATMB	<p>During CPWG/12, it was agreed to pursue proposal for a new entry/exit point east of SIMLI.</p> <p>United Airlines suggested that W223 westbound, which is now a domestic route, be made an international route.</p>	<p>State ATM/ATMB</p> <p>IATA</p>	<p>This is a bilateral issue to be discussed outside of CPWG. State ATM has not been able to meet with ATMB.</p> <p>No progress but hopeful to resume talks with ATMB soon. Update at next meeting.</p> <p>State ATM noted that China agreed to host the CMRI meeting. There were a number of issues in addition to those in the action but no specific date has been set other than sometime in 2016.</p>	May 2016	Open

Action Number	Capacity Enhancement Goal	Supporting Goal Initiatives	Information/Status	Responsible Organization	Action Pending	Action Due	Status
CP14-02	Improve communications	Establish flight data exchange between facilities	<p>State ATM will work with Sapporo to implement AIDC in 2018.</p> <p>Magadan / Anchorage AIDC will be implemented after Sapporo in 2018</p> <p>Vancouver/Oakland: Successful test conducted early May with expected operational readiness on 28 May 2015.</p>	State ATM/ FAA/NAV CANADA	<p>Updates to be provided to CPWG/21</p> <p>AIDC between Khabarovsk and Sapporo in 2018. Anchorage and Magadan will sometime after 2018.</p> <p>Implementation of NAM ICD between Oakland and Vancouver completed.</p>	May 2016	Open
CP14-11	Improve Efficiencies	Eliminate restrictions where possible	Eliminate requirement to flight plan over named or lat/long fixes at 141W	FAA	No new information. Update to be provided to CPWG/21	May 2016	Open

Action Number	Capacity Enhancement Goal	Supporting Goal Initiatives	Information/Status	Responsible Organization	Action Pending	Action Due	Status
CP14-12	Improve Efficiencies	Consider expanding trial for ADS-C CDP to ZAN airspace	<p>FAA provided update on the status of the ADS-C CDP trial. IATA requested that FAA expand the ADS-C CDP trial in ZOA airspace to ZAN airspace. Trial ended in February 2013. ADS-C CDP currently being automated with implementation in 2016.</p> <p>Software scheduled for release in January-February 2016. ICAO process to integrate as a standard on track for publication in 2016. Expected that procedure will be available /implemented in all three FAA Oceanic FIRs in mid-2016.</p> <p>NAVCANADA will not be implementing ADS-C CDP</p> <p>JCAB is studying ADS-C CDP</p> <p>State ATM noted that it was not in their implementation plans</p> <p>On track for FAA.</p> <p>IATA requested information from JCAB on status of plans to consider ADS-C CDP. JCAB noted that they are beginning study now but no timeline to implement.</p> <p>United noted that Canada mentioned they may be willing to consider during discussions at another meeting. United asked Canada to consider further.</p>	FAA	<p>FAA provided an update via IP/08 and IP/09 on implementation of both ADS-C CDP and ADS-B ITP. Automation for ATOP to be delivered in early CY2016 with expected implementation mid CY2016.</p> <p>Update at CPWG/21</p>	May 2016	Open

Action Number	Capacity Enhancement Goal	Supporting Goal Initiatives	Information/Status	Responsible Organization	Action Pending	Action Due	Status
CP15-06	Develop CPWG Volcanic Ash Contingency Plan	Consider utilizing the ATM VACP Template in the development of Volcanic Ash Contingency Plan for NOPAC and RTE.	<p>State ATM proposes Volcanic Ash Contingency Plan for Trans-East, NOPAC, &amp; PACOTS as template.</p> <p>JCAB and State ATM expect progress on agreement between Fukuoka and PK FIR in early 2016.</p>	State ATM JCAB FAA/ZAN NAV CANADA	<p>JCAB, State ATM &amp; FAA are reviewing and providing comments to the proposed template.</p> <p>.</p> <p>VOLKAM16 next exercise will have 2 ash plume clouds to test flight plan and CHG messages for timely reroutes. Exercise scheduled for April 21-22, 2016. An update to be provided at CPWG/21</p> <p>.</p>	May 2016	Open
CP15-08	Develop CPWG Volcanic Ash Contingency Plan	Provide an update from ATMG with respect to NAT Volcanic Ash Contingency Plan.	Isavia reported that the IVATF agreed to transfer responsibility for volcanic ash avoidance or decision to fly or not fly from ATM to Aircraft Operators. An amendment to PANS ATM was approved and is expected to take effect in November 2014	Isavia	<p>Isavia provided information on exercise done and they had issued a NOTAM and the MET office issues SIGMETs based on volcanic ash concentrations. Some concerns regarding SIGMETs. Isavia to provide update on any additional exercises at CPWG/19.</p> <p>An update on ICAO EURNAT Volcanic Ash Task Force will be provided at CPWG/21.</p>	May 2016	Open



Action Number	Capacity Enhancement Goal	Supporting Goal Initiatives	Information/Status	Responsible Organization	Action Pending	Action Due	Status
CP15-09	Improve Safety	Streamline the process for establishing danger areas through NOTAM process	<p>Discussions underway to limit negative impact and pre-coordinate danger areas with ANSPs. Need to develop process. Some issues with recent Norwegian Space Agency launch in November 2014.</p> <p>Affected ANSPs will coordinate comments and feedback to space agency and develop harmonized process for the next campaign scheduled for November 2015. Look at process developed by ZOA to ensure harmonization. FAA to coordinate with Commercial Space Office to provide additional information/assistance.</p> <p>ICAO to provide any resulting guidance from the HLSC in February 2015 and Space Forum in March.</p>	NAV CANADA FAA State ATM Norway Isavia ICAO EURNAT	<p>FAA presented IP on collaborative process used to work with launch proponent to mitigate the impact of their operations on other airspace users. Illustrated process used by Oakland Center to analyze request and mitigate as much impact to aircraft operators as possible. IATA noted the increase and impact in other regions, such as Indian Ocean. Isavia noted that the paper really shows the need for collaboration/cooperation. The FAA noted that it would be useful to have clear guidance and support from ICAO.</p> <p>Avinor provided an update on new launch scheduled for November/early December 2015. An update to be provided at CPWG/21. This item will be closed at next meeting and a new item will be opened for monitoring future launches.</p>	May 2016	Open
CP16-01P (was PP06-03)	Zero track load times		State ATM would like ZAN to continue to work toward zeroing track load times for all routes	FAA	ZAN to continue assessing opportunities.	Spring 2016	Open

Action Number	Capacity Enhancement Goal	Supporting Goal Initiatives	Information/Status	Responsible Organization	Action Pending	Action Due	Status
CP17-10			State ATM requests FAA to look at lack of departure messages being provided to Russian and JCAB	FAA	<p>FAA worked with State ATM to determine if issue was automation or AFTN address. FAA Memo sent to Centers directing departure messages to go to State ATM and JCAB.</p> <p>State ATM provided update on status of received departure messages and noted improvements but some facilities fail to comply with the requirements. State ATM will provide further update at CPWG/20.</p> <p>JCAB is compiling their results and will provide at CPWG/20.</p> <p>Improvements noted but issues still present. Additional information from JCAB and State ATM requested for CPWG/21.</p>	May 2016	Open

Action Number	Capacity Enhancement Goal	Supporting Goal Initiatives	Information/Status	Responsible Organization	Action Pending	Action Due	Status
CP18-02		Harmonized process for coordination of route changes to In-Flight Aircraft and issues with use of CHG messages	ANSPs to provide information on process or procedure used for accepting CHG Message and RTE CHG.	All ANSPs IATA	<p>Develop a chart that illustrates how each ANSP processes change messages in various flight states and how route changes are processed to subsequent facilities. This consolidated information will be used for discussion and determination of harmonized process at next CPWG/19 meeting.</p> <p>Based on input received by ANSPs, it was agreed that additional information was needed for full picture.</p> <p>A revised Chart will be developed to include:</p> <ul style="list-style-type: none"> <li>- How are the airlines coordinating into other airspace</li> <li>- Current process used by Operators;</li> <li>- What resources are available for coordination (ATCSCC, MATMC)</li> <li>- What process ANSPs would like to see used.</li> </ul> <p>Develop and improve the matrix used for VOLKAM16 and ANSPs to investigate ability to accept AFL messages. AOC's to investigate use of AFL or FPL messages using modified call signs and follow up with ISAVIA and AVINOR on lessons learned from 2010 Icelandic volcanic eruptions.</p>	May 2016	Open

Action Number	Capacity Enhancement Goal	Supporting Goal Initiatives	Information/Status	Responsible Organization	Action Pending	Action Due	Status
CP18-03P (was PP08-02)	Collect traffic count data for Arctic, Anchorage/RTE, and NOPAC		IATA has requested more detailed traffic count information for the NOPAC, Anchorage/RTE, Arctic fixes. Specifically, a breakdown of traffic by hour and days of the week is requested.	IATA/ANSPs	Both JCAB and ZAN have data available, however, both have requested more details about what is specifically requested and how/what that data will be used for. IATA to provide more details prior to PPT/09.  IATA to coordinate with Anchorage during CPWG.	Spring 2016	Open
CP18-04P (was PP08-03)	UPR Expansion		IATA request that the FAA consider allowing UPRs westbound to Russian FIR boundary fixes Magadan and Petropavlovsk boundaries. The relevant fixes are ERNIK, RUSOR, BESAT, BAMOK, KOKES, LUMES, and KUNAD. If possible the UPRs would not require using any ATS routes within ZAN airspace.	IATA/FAA	IATA to refine the request and provide ZAN with additional details for their consideration.  Keep action open to periodically review and realize efficiencies.  Anchorage provided an update on expansion of UPRs into the NOPAC and other regions. Anchorage will re-evaluate restrictions and UPR status on a regular basis through a collaborative work group with operational personnel at the facility approximately every six months.	Spring 2016	Open
CP18-05P (was PP08-04)	UPR Expansion		IATA request that Russia consider an extension of the UPR expansion proposal in PP08-03 by allowing UPRs westbound from the Anchorage FIR boundary (LAT/LONs) to named waypoints along ATS routes within Russia Oceanic airspace.  Consider implementation of flexible tracks between approved entry and exit points within the RTE region on a daily basis.	IATA/State ATM	State ATM to consider  State ATM provided information on roadmap to UPRs in their FIRs, with expected trials in 2018 based upon items in roadmap.  Actions PP02-04, PP07-01 closed and combined with PP08-04.	Spring 2016	Open

Action Number	Capacity Enhancement Goal	Supporting Goal Initiatives	Information/Status	Responsible Organization	Action Pending	Action Due	Status
CP18-06P (was PP08-05)	Improve Efficiencies		Provide information on the Oakland FIR trial to merge PACOTS tracks C/E	FAA	Issues continue with acceptance of non-standard altitudes with JCAB and ZAN. Possibility to resume once that issue is resolved but no short-term resolution on the horizon. Potential for UPR trial but requires consensus from operators and IATA.  UPR trial in conjunction with Track F has been successful and without issue.	Spring 2016	Open
CP18-07P (was PP08-06)	Improve Efficiencies		Provide information on the Oakland FIR UPR trial with PACOTS Track F	FAA		Spring 2016	Open
CP19-02	Improve Efficiencies			IATA	Following simplification of Form R process, IATA followed up with additional requests:  1. Consider electronic filing of R Forms via SITA or email. . State ATM request IATA Moscow Office submit letter to FATA for trial via SITA. UAL and Emirates to participate. 2. United also requested 40 day timeframe for approval be reduced to 20- days  3 airlines needed to participate in trial IATA Moscow representative to follow up with FATA. Update to be provided at CPWG/21.	May 2016	OPEN

Action Number	Capacity Enhancement Goal	Supporting Goal Initiatives	Information/Status	Responsible Organization	Action Pending	Action Due	Status
CP19-04	Develop CPWG Volcanic Ash Contingency Plan		J	FAA JCAB State ATM	<p>JCAB presented information on contingency routes. JCAB asked IATA to survey operators about proposed route. Some questions about whether route would be permanent or contingency- State ATM suggested that it be published as a route available for use with ATC coordination. Airlines asked about need to change altitudes- more work to be done update at CPWG/20</p> <p>Based on discussions during meeting, JCAB and State ATM will work to develop new routings (Utilizing routes west of volcanoes and possible relaxation of flight level restriction in R220 ) for exercise.</p> <p>Temporary LOA was successful between ZAN, PK, and Fukuoka. It was determined that a permanent LOA should be developed. JCAB has requested that new fixes/ routes are flight checked.</p>	May 2016	OPEN
CP19-05P (was PP09-01)	UPR Expansion		Remove restrictions along 141W	FAA	Arctic Region- Operators have requested removal of flight planning restrictions on 141W in the Arctic. With implementation of ATOP in the Anchorage Arctic FIR, it may be possible to accommodate. Anchorage will look at gradual removal of restrictions beginning at 74N.	Spring 2016	Open

Action Number	Capacity Enhancement Goal	Supporting Goal Initiatives	Information/Status	Responsible Organization	Action Pending	Action Due	Status
CP19-06P (was PP09-02)	Improve Efficiencies		Request bidirectional routes over KUNAD, LUMES, and KOKES	FAA/State ATM	Traffic may only transit these fixes westbound from Anchorage Center. Operators are requesting State ATM and Anchorage to consider allowing aircraft to transit eastbound from P-K into Anchorage airspace.  FAA to discuss with State ATM and evaluate request.  State ATM says that these routes are bidirectional. Further discussion	Spring 2016	Open
CP19-07P) (was PP09-03)	UPR Expansion		Consider operator desired areas for UPR expansion/implementation	IATA	FAA presented information on current ANSP capabilities and availability of UPRs in the Arctic, Anchorage-RTE, and NOPAC airspace. IATA to coordinate with operators and provide specifics for each geographical region with desired end-state and short, mid, and long-term goals.	Spring 2016	Open
CP20-01				All ANSPs	ANSPs to provide updates on recent Rocket Launches as available	May 2016	Ongoing
CP20-02				FAA	FAA and other ANSPs discussed handling medium and heavy unmanned balloon operations in remote or un surveilled airspace. FAA to follow up informally with ICAO regarding type of separation to be provided in surveilled airspace.	May 2016	Open
CP20-03				State ATM FAA	New additional entry/exit fixes and ATS Routes at Russian Trans-East	May 2016	Open

Action Number	Capacity Enhancement Goal	Supporting Goal Initiatives	Information/Status	Responsible Organization	Action Pending	Action Due	Status
CP20-04P (was PP10-01)	UPR Expansion		Consider changing current restriction of FL400 by 170W for westbound UPRs to NIPPI and OMOTO to FL380 by 170W	FAA	Anchorage to evaluate and consider.	Spring 2016	Open



**Attachment C  
PPT/10 Meeting**

**Pacific Project Team/10 Action Item List**

Action Number	Goal	Information/Status	Responsible Organization	Action Pending	Action Due	Status
PP02-04	Consider implementation of flexible tracks between approved entry and exit points within the RTE region on a daily basis	State ATM provided information on the regulatory and legislative requirements for operating off-routes and publishing routes. Some flexibility could be provided over the high seas under certain situations.  UAL presented information on a paper trial conducted. Results indicated the potential for some time and fuel savings, however they were inconclusive.	IATA	State ATM provided information on roadmap to UPRs in their FIRs, with expected trials in 2018 based upon items in roadmap.		Closed-Combined with PP08-04
PP06-03	Zero track load times	State ATM would like ZAN to continue to work toward zeroing track load times for all routes.	FAA	ZAN to continue assessing opportunities.	Spring 2016	Open
PP07-01	UPR Expansion in the RTE		State ATM/IATA	State ATM to provide IATA with definition of sample user routes and IATA will provide sample plans and benefits to quantify case/need for UPRs. (ie. savings data for each UPR compared to traditional routes).  State ATM provided information on roadmap to UPRs in their FIRs, with expected trials in 2018 based upon items in roadmap.		Closed-Combined with PP08-04

Action Number	Goal	Information/Status	Responsible Organization	Action Pending	Action Due	Status
PP08-01	Develop PPT work plan	Determine current and future planned capabilities of ANSPs to assist with gap analysis and development of a clear roadmap for the work of the Pacific Project Team.	All ANSPs	<p>FAA to send a Seamless Airspace Template to all ANSPs to complete.</p> <p>FAA developed and sent a Seamless Airspace Chart out to all ANSPs to reflect current and planned capabilities. Based on the information from the chart, FAA provided a presentation on items needed for ANSPs to support UPRs and what current and future capabilities are planned with timelines.</p> <p>FAA will update and send Seamless Airspace Chart out to ANSPs for revisions and updates.</p> <p>IATA to consider information provided in FAA presentation in determining where operators desire UPR expansion (Action PP09-03 opened)</p>		Closed See PP09-03
PP08-02	Collect traffic count data for Arctic, Anchorage/RTE, and NOPAC	IATA has requested more detailed traffic count information for the NOPAC, Anchorage/RTE, Arctic fixes. Specifically, a breakdown of traffic by hour and days of the week is requested.	IATA/ANSPs	<p>Both JCAB and ZAN have data available, however, both have requested more details about what is specifically requested and how/what that data will be used for. IATA to provide more details prior to PPT/09.</p> <p>IATA to coordinate with Anchorage during CPWG.</p>	Spring 2016	Open

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PP08-03	UPR Expansion	IATA request that the FAA consider allowing UPRs westbound to Russian FIR boundary fixes on Magadan and Petropavlovsk boundaries. The relevant fixes are ERNIK, RUSOR, BESAT, BAMOK, KOKES, LUMES, and KUNAD. If possible the UPRs would not require using any ATS routes within ZAN airspace.	IATA/FAA	IATA to refine the request and provide ZAN with additional details for their consideration.  Keep action open to periodically review and realize efficiencies.  Anchorage provided an update on expansion of UPRs into the NOPAC and other regions. Anchorage will re-evaluate restrictions and UPR status on a regular basis through a collaborative work group with operational personnel at the facility approximately every six months.	Spring 2016	Open
PP08-04	UPR Expansion	IATA request that Russia consider an extension of the UPR expansion proposal in PP08-03 by allowing UPRs westbound from the Anchorage FIR boundary (LAT/LONs) to named waypoints along ATS routes within Russia Oceanic airspace.  Consider implementation of flexible tracks between approved entry and exit points within the RTE region on a daily basis	IATA/State ATM	State ATM provided information on roadmap to UPRs in their FIRs, with expected trials in 2018 based upon items in roadmap.	Spring 2016 Actions PP02-04, PP07-01 closed and combined with PP08-04.	Open
PP08-05	Improve Efficiencies	Provide information on the Oakland FIR trial to merge PACOTS tracks C/E	FAA	Issues continue with acceptance of non-standard altitudes with JCAB and ZAN. Possibility to resume once that issue is resolved but no short-term resolution on the horizon. Potential for UPR trial but requires consensus from operators and IATA.	Spring 2016	Open

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PP09-02	Improve Efficiencies	Request bidirectional routes over KUNAD, LUMES, and KOKES	FAA/State ATM	Traffic may only transit these fixes westbound from Anchorage Center. Operators are requesting State ATM and Anchorage to consider allowing aircraft to transit eastbound from P-K into Anchorage airspace.  FAA to discuss with State ATM and evaluate request.  State ATM says that these routes are bidirectional. Further discussion	Spring 2016	Open
PP09-03	UPR Expansion	Consider operator desired areas for UPR expansion/implementation	IATA	FAA presented information on current ANSP capabilities and availability of UPRs in the Arctic, Anchorage-RTE, and NOPAC airspace. IATA to coordinate with operators and provide specifics for each geographical region with desired end-state and short, mid, and long-term goals.	Spring 2016	Open
PP10-01	UPR Expansion	Consider changing current restriction of FL400 by 170W for westbound UPRs to NIPPI and OMOTO to FL380 by 170W	FAA	Anchorage to evaluate and consider.	Spring 2016	Open